(b) the number of pilots trained in this Akademy during the last three years, year-wise; and

(c) the norms and criteria for admission and the encouragement from Government to this institution?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) The expenditure incurred on Indira Gandhi Rashtriya Udan Akademy was Rs. 317.37 lakhs in 1992-93, Rs. 239.15 lakhs (provisional) in 1993-94 and Rs. 225.69 lakhs (provisional) in 1994-95.

(b) IGRUA trained 22 pilots in 1992-93 and 27 each in 1993-94 ad 1994-95.

(c) The norms and criteria for admission to IGRUA are as follows:

(i) No upper age limit.

(ii) 10+2 with Physics and Maths.

(iii) The trainee must hold valid Indian Private Pilots Licence.

(iv) Current medical fitness certificate of Commercial Pilots Licence standard issued by Indian Air Force, Central Medical Establishment, New Delhi or Institute of Aviation Management, Bangalore.

The Government encourages the Akademy by providing grants-in-aid for its smooth functioning.

Economically viable Air India routes

5211. SHRI SANJAY DALMIA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether all the routes of the Air India are economically viable;

(b) if not, the number of routes which are not economically viable alongwith the reasons therefor; and

(c) the steps taken or proposed to be taken to make these routes economically viable?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c) All routes on which passenger services are operated by Air India, have recorded cash surplus during 1992-93 and 1993-94. Air India is constantly trying to upgrade its product and improve on time performance and passenger amenities in order to increase its revenue earnings on all routes operated by it.

Losses to Indian Airlines due to bird hits

5212. SHRI K. RAHMAN KHAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) how many bird hits have taken place to Indian Airlines flights during 1992-93, 1993-94, 1994-95;

(b) what is the total estimated loss during these years from bird hits including the expenditure to be incurred on accommodating passengers in hotels, cancellation of flights etc;

(c) what are the concrete steps taken to avoid bird hits; and

(d) how does the incidents of bird hits in India compare to the other countries?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) Details in respects of Indian Airlines are as under:—

year	No. of bird hits	Total loss (in lacs)
1992-93	71	57.03
1993-94	105	164.50
1994-95	102	9.95 (provisional)

(c) Action Plans have been formulated and Airfield Environment Management Committees (AEMC) formed at the airports to take steps for prevention of

bird-strikes and review the effectiveness of actions taken. To eliminate the sources of bird attraction to airfield areas, airport agencies have taken several measures like levelling of operational areas and construction of effective drainage system to prevent water logging, planting of dhub grass, pigeon proofing of buildings, upgrading of airport incinerators and conducting surveys around airports.

(d) The bird hit incident rate in India is higher as compared to the other countries.

Proposal to start direct flight from Ahmedabad to Saudi Arabia

5213. SHRI RAJUBHAI A. PARMAR: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government would consider to start a direct flight from Ahmedabad to Saudi Arabia for Haj Pilgrims;

(b) whether Government have received any proposal from the Government of Gujarat, from the representatives of the Haj Pilgrims in this regard;

(c) if so, the details thereof; and

(d) by when this flight is likely to be started?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (d) Government of Gujarat has porposed operation of direct flights from Ahmedabad for Haj pilgrims. Such direct flights are however, not being operated due to operational constraints. It is also not possible, at this stage, to indicate the time frame by which such flights would be operated.

(a) whether Indian Airlines will revive its flights between Hyderabad and Tirupathi;

(b) if so, the expected schedule; and

(c) if not, whether Indian Airlines is neglecting important pilgrimage and commercial centres?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c) Most of the pilgrimage/commercial places are already connected by air. At present Indian Airlines is facing acute shortage of operating crew and as such is not in a position to consider introduction of service between Hyderabad-Tirupati. However, once the crew position improves, Indian Airlines will consider to introduce its services on this route subject to traffic potential and availability of aircraft.

विमान कार्गो की लदाई और उतराई के लिए अपर्याप्त सुविधाएं

5216. **श्री गोविन्दराव आदिकः** क्या नागर विमानन और पर्यटन मंत्री यह बताने की कृपा करेंगे किः

(क) क्या यह सच है कि देश के अंतर्राष्ट्रीय हवाई अड्डों पर विमान कार्गो की लदाई और उतराई के लिए पर्याप्त सुविधाएं नहीं है;

(ख) यदि हां, तो इसके क्या कारण हैं; और

(ग) सरकार वहां पर्याप्त सुविधाएं उपलब्ध कराने हेतु कौन-कौन से कदम उठा रही है?

नागर विमानन और पर्यटन मंत्री (श्री गुलाम नबी आजाद): (क) से (ग) कार्गो निर्यातकों से हैंडलिंग उपकरणों की अपर्याप्तता से संबंधित कोई रिपोर्ट/शिकायत नहीं मिली है।

Impact on Air India by foreign airlines collaboration with Indian Private Airlines

5217. SHRI VAYALAR RAVI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government made any study of impact on Air India by foreign